Accidents involving Indian Seamen

2542. SHRI B.K. HARIPRASAD: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) whether Government have taken note of spate of disappearances and fatal accidents involving Indian Seamen abroad foreign ships;

(b) whether there are more than 60,000 Indians working abroad foreign flag vessels who are being exploited by fly-by night shiplines;

(c) whether there is any Maritime guideline in force for the safety and welfare of Indian seamen; and

(d) if not, within what time Government are likely to frame one?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) Yes, Sir.

(b) The number of Indian seafarers working on foreign flag vessels is estimated to be around 50,000. Indian Maritime Administration is not controlling employment of Indian seafarers on foreign flag vessels. Moreover, seafaring activity is regulated by International Laws and Conventions. As such, it would not be desirable to comment on the service conditions of Indian seafarers on board foreign flag vessels.

(c) and (d) The safety and welfare of Indian seamen on board the foreign flag vessels are governed by the Merchant Shipping Laws, IMO/ ILO Conventions etc. as applicable to the flag country. However, the Director General of Shipping is in the process of preparation of a strategy for ensuring welfare of Indian seafarers on board foreign flag ships. It may be difficult to prescribe the specific time-frame.

Capacity of major ports

2543. DR. K. MALAISAMY: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) the details of major ports in India with their rated capacity and their utilized capacity for the last three years indicating the reasons for the ports concerned running below the rated capacity and the measures taken to run it to its optimal capacity;

(b) whether there has been a survey and study relating to the existing potentiality and further potentiality of port service needed; and

(c) what could be market intervention to avail such potentiality by the concerned ports?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) The details of major ports in India with their capacity and traffic handled for the last three years are given below:

(In Million Tonnes)

Name of the Port	2002-2003		2003-2004		2004-2005	
	Capacity	Traffic handled	Capacity	Traffic handled	Capacity	Traffic handled
Kolkata	42.20	35.80	43.90	41.26	43.90	46.20
Paradip	38.10	23.90	39.00	25.31	39.00	30.10
Visakhapatnam	41.15	46.01	49.15	47.74	49.65	50.15
Tuticorin	15.40	13.29	15.80	13.68	15.80	15.81
Chennai	40.70	33.69	41.85	36.71	41.85	43.81
Cochin	15.50	13.02	15.50	13.57	15.50	14.10
New Mangalore	29.50	21.43	30.30	26.67	3030	33.89
Mormugao	20.50	23.65	23.50	27.87	28.50	30.66
Mumbai	38.50	26.80	40.40	30.00	42.90	35.19
Jawaharlal Nehru	29.20	26.84	33.1	31.19	33.1	32.81
Kandle	40.00	40.63	45.00	41.52	45.00	41.55
Ennore Port Limited	12.00	8.49	12.00	9.28	12.00	9.48
TOTAL:	362.75	313.55	389.50	344.80	397.50	383.75

Utilization of capacities in major ports depends mainly on trade volumes for various commodities which vary from time to time, coupled with the hinterland rail and road evacuation infrastructure available. As part of an on going process, performance efficiency in major ports and

hinterland connectivity is being improved, keeping in view the demands of maritime trade.

(b) RITES Limited, New Delhi, conducted a study and submitted its report captioned "Perspective Plan for India Port Sector Vision 2020" (Vision 2020 Report) in April, 2001, The main objectives of the study were as follows:

(i) Assess the Indian sea-borne traffic upto the year 2021-22, (25 years from the end of Eighth Five Year Plan)

(ii) Evaluation the optimum quantum of cargo that can be handled at the existing ports.

(iii) Suggest locations suitable for further port development considering the logistics of the cargo generated as also the land and water front features.

(iv) To bring out synergy between the port development plans of Major Port Trusts and State Governments.

Apart from the above, the concerned ports undertake studies of the projects on their own while executing the projects for capacity augmentation.

(c) As part of the process to improve productivity, efficiency and quality of service, private sector participation, including foreign direct investment is encouraged in development of major ports. Further, during recent years the major ports have been following proactive approach for fuller utilization of the infrastructure. Some of the major ports have established business development units to focus on marketing. The major ports also interact with the users for their suggestions regarding facilities upgradation, traffic rationalization, etc. Exploitation of market is, however, a dynamic process to which the ports respond taking into account the factors such as changing pattern of exports-imports, industrial development in hinterland, tariff in competing port etc.

Potential of Inland Water Transport

2544. DR. K. MALAISAMY: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) what are the major ports in India having immense potential of